

REPORTER

THIS ISSUE

Ninth Annual NCESA Regatta Preview
Vignettes of East Meets West Rivalry
Wells Stackhouse Revives a 1941 E
How To #7 - "The R-W Effect on an
E-Scow" by Bob & Jane Pegel

NEXT ISSUE

---Regatta Results - Pictures
Personal Combat Stories
Aluminum Spar Interim Report
How To #8
Other Features





The Commodore Comments:

We've been around the circuit twice now and are heading for Chautauqua again, the birth place in September 1959, of the NCESA. It will be our ninth Annual Regatta, our fourth formal Annual Meeting of the members.

We've sailed 35-1/2 races with 391 contestants, 1400 crew members and have crowned six National Champions.

We've been to seven different clubs from Minnesota to New Jersey to South Carolina and know at first hand the delights of an old fashioned oyster roast, salt water and gracious hosts.

We've learned how much variation there is in our boats and how they are rigged and sailed, how difficult it is to measure them uniformly and what vast opportunity lies ahead in improved equipment.

We've had the benefit of the dedicated leadership of fifteen Directors, Officers and Committee Chairmen who, with their helpers, have produced nine issues of the REPORTER, run twelve formal business meetings, published three revisions of our Rule Book, and at least one of them has amassed ten correspondence files totaling 10-3/4 inches in heights.

But, most of all, we've discovered what fun it can be to hitch the old scow on the back of the car, wedge the crew in between the sail bags and the lunch box and set a course for distant parts. Waiting for us are the pleasures of our old friendships, the delight of new ones and the certainty that this year we are going to really make a good showing against the hottest scow sailors in the land.

This is what the NCESA is, and with such a perfect boat, how could we be otherwise?

The Reporter is delighted to announce an association, starting this issue, with Graphic Printing Service, Lake Geneva, Wisconsin, headed by Bud Appel, long time E Scow skipper and enthusiast. Not only will we benefit from Bud's interest but we're looking forward to coverage of a unique regatta which he will attend. Also, we add another boat at Chautauqua!

We also would like to thank Del Kistler, proprietor of the Shopper's Service print shop in Harvard, Illinois, for an 11th hour bailout on the printing, binding, etc.

National Class E Scow Association
Ives Building, Narberth
Pennsylvania

Commodore: W. Smedley, Jr.
Vice Commodore: J.G.K. Harvey
Rear Commodore: N. Robbins, Jr.

Directors: Ted Brennan, Mike Meyer
Roy Mordaunt, John Sangmeister
Dick Turner, Bruce Wathen

NCESA Reporter Staff:
Publisher, editor and printer's devil: Ted Brennan

Reporter appreciation to Graphic Printing Service, Lake Geneva, and Shopper's Service, Harvard, Ill.

SUPPORT THE NCESA by sending \$10.00 dues to: Nat Robbins, Jr.; Sec.-Treas.
5023 Wooddale Lane - Minneapolis, Minn. 55424

JOIN THE NCESA NOW Support a Great Yachting Association. Become a subscriber to the REPORTER free.



"Revitalizing a 1941 E-SCOW"

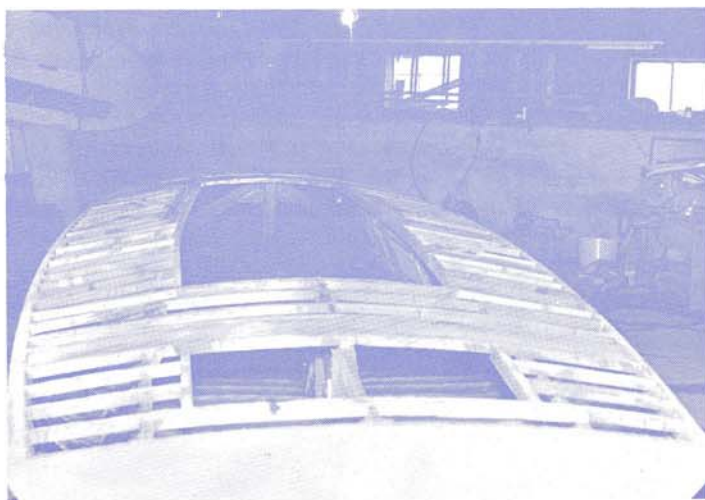
by Wells Stackhouse

Having sailed deep keel boats on the east coast, I moved to Lakewood (Chautauqua Lake), New York in 1965 and purchased an E scow to have some fun. I sailed it that year. The old boat had been sailed throughout the area with quite a record, known as Ju Ju II and built in 1941. A paint job made it last until the winter when I took it down to the ribs and hull plans.

I removed old stay straps, rails, shear and sanded to solid wood. The board wells inside, with some ingenious tools, were glassed very successfully. The under side of the hull was stained and finished in opaque white resin and the sides natural. A 1/32" mahogany veneer was put on the transom.

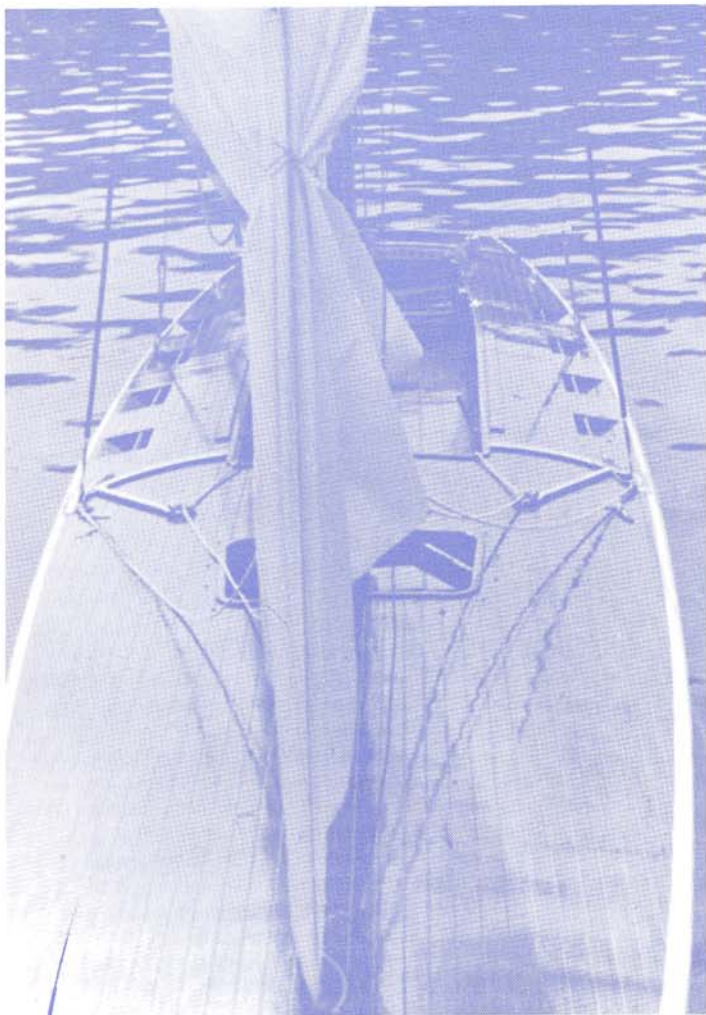
The entire hull from shear to shear was covered with 6 oz. glass cloth. Cellophane was then stretched over the entire hull and resin was injected under the cellophane and rolled to a total uniform thickness of .025. When cured, the cellophane was removed and a glass-smooth finish was the result, a process of Cello-Finish, Vancouver, B.C. The added weight of about 38 pounds was compensated for by other weight-saving features. The completed boat weighs about 990 pounds, and considering everything, it is not so bad.

The deck was done in marine mahogany plywood, scored and stained mahogany. All fittings chrome plated, both of aluminum and brass. The old heavy rudders were replaced by aluminum, epoxy coated rudders. The boards were polished and epoxy coated. Old drains were removed and 2 new bilge bailers installed. The only structure requiring replacement was the high, thin keelson in the cockpit area.



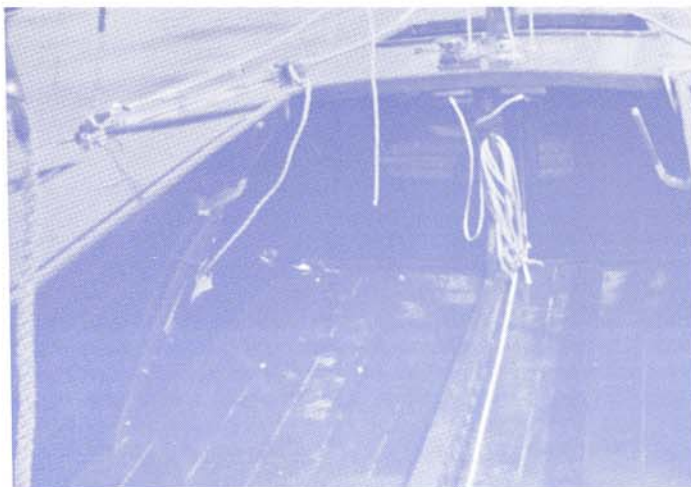
Boards were cut off at the top and are controlled by lever handles in 4" hubs that have a 3-1/2" square hole in boards. A board can be removed by removal of a plate (inside) and board is either dropped or lifted after mahogany cover on top has been removed. Board position is regulated by stops. Board is held up by snap latch.

All spreaders were drilled and chrome plated. All stay brackets are of stainless steel. The mast is on a plate with base on a nylon slide, with positions to tighten or loosen stays while under way. Mast can be moved 6" forward from standard position.



Several locations in the side decks are stainless steel wells with bars across to hook boom vang that is unsnapped from side of boom to one of these deck recesses. The vang is then controlled by skipper or man away from congested mast or forward cockpit area by a line going to mast, down to keelson, back along center to a jamb cleat. Vang is always available, and out of the way when not in use.

Rear traveller is made of stainless steel channel, formed to deck curve and recessed, with internal traveller made up of small sealed roller bearings and an eye for block. Each end of the traveller is connected by stainless steel cable going over shivs at each end of the channel. Under deck a connection is made to a line that goes to cleat. This allows adjustment when under way, very quickly, at skipper's position.



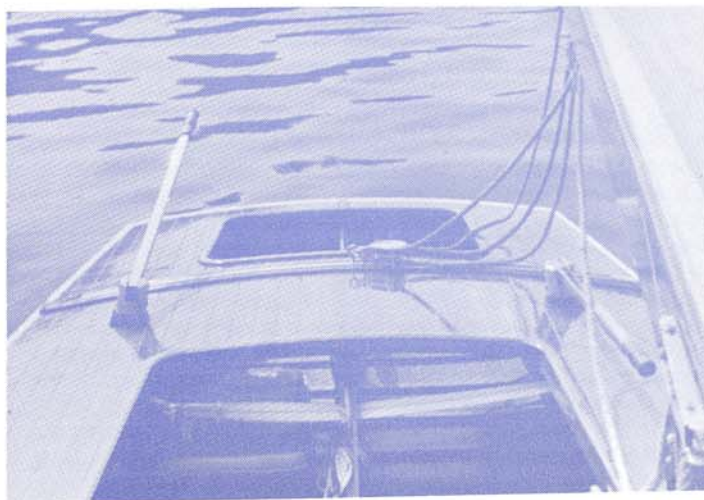
Tillers are connected under deck permitting tillers on deck to be used forward in normal position, or can be turned over to steer from rear cockpit position. This permits skipper to get weight aft while weight of men is on fore deck. It also allows more room for spinnaker man to fly chute at rear of the cockpit.

One picture shows the extent to which I stripped the hull, finishing with a mahogany deck and natural finish trim. All hardware I made of aluminum and had chrome plated. The designs of the fittings and hardware I developed as the result of a year of sailing and noting various changes I thought would be convenient.

Jib tracks were discarded for a new arrangement that enabled me to make adjustments when under way. Slide forward and backward and, in turn, in and out; adjustment by small line on joint cleat. Jib luff and fore stay adjustment is made when under way by screw ratchett under deck at mast.

Back stays are through deck pulleys to jamb cleats, retaining line at all times.

All hand rails were removed and replaced with recessed grips strategically located for crew convenience. The splash board can be removed or installed and there is a cover for forward cockpit in rough weather.



OFFICIAL NOTICE

1967 NATIONAL CLASS E SCOW ASSOCIATION CHAMPIONSHIP REGATTA

THURSDAY, FRIDAY, SATURDAY SEPTEMBER 7, 8, 9
CHAUTAUQUA LAKE YACHT CLUB
LAKEWOOD, NEW YORK
(NEAR JAMESTOWN, NEW YORK)

RULES

All races are under the jurisdiction of the National Class E Scow Association and will be managed in accordance with the By-Laws, Articles VII, VIII, and IX. All yachts competing in this event, through their willingness to enter and participate, thereby automatically agree to abide by all rules of the National Class E Scow Association in its current rules, or as officially modified.

PROGRAM (All times Eastern Daylight Savings Time)

Registration, Weighing, Launching -
Wednesday, September 6 -- 10:00 a.m. to 9:00 p.m.
Thursday, September 7 -- 7:30 a.m. to 10:00 a.m.

Skippers Meeting
Thursday, September 7 -- 9:00 a.m.

First Race
Thursday, September 7 -- 11:00 a.m.

ENTRIES

Should be filed on the enclosed entry blank and mailed to the Chautauqua Lake Yacht Club, Lakewood, New York. You may enter at the time of the regatta but advance registration will speed the launching of your boat. Only registered boats will be weighed and launched.

Your entry should be accompanied by a check for \$30.00 made payable to the Chautauqua Lake Yacht Club.

ELIGIBILITY

A yacht is eligible and considered as a class E scow only if it conforms to all measurement rules, has been properly registered and owned and is skipped by a regular member with regular or associate members as crew, all members to be in good standing at the time.

PRIZES

There are keeper trophies for places one through 10 in the final standings. The Bilge Pullers Trophy is awarded to the champion and the Robert F. Walden, Jr. Trophy to the winning crew.

HOUSING

Make reservations directly with a motel or hotel of your choice. Find Motel list in the Reporter. It is recommended that you make reservations early.

9th ANNUAL NCESA REGATTA CHAUTAUQUA



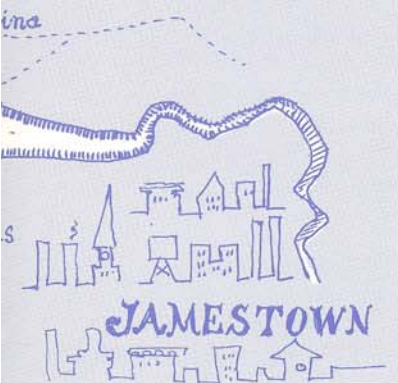
JUDGES

Head Judge - Alex P. Guest, Jr.
 Larchmont, N. Y.
 Ed Malone
 Oshkosh, Wis.
 John W. Hunt
 Minnetonka, Minn.
 Donald E. Larsen
 Muskegon, Mich.

SAUGUA LAKE, JAMESTOWN, NEW YORK

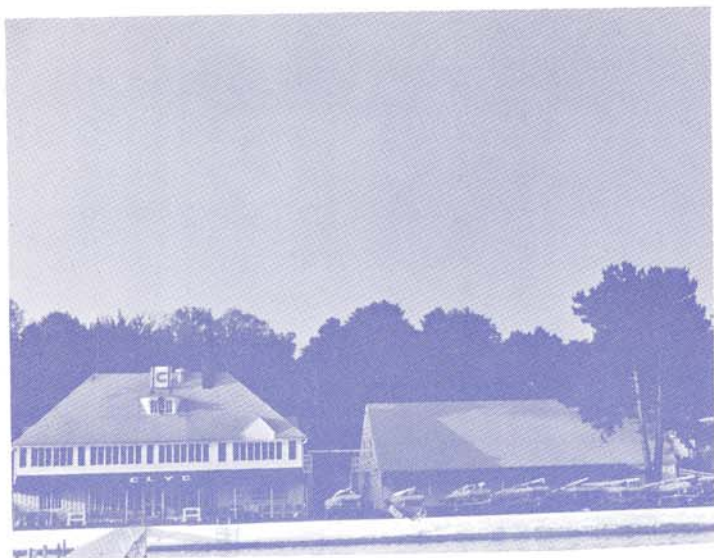
*East & West travelers
on the NY thruway should
exit at Westfield and take
#17 & #7 J south to LAKEWOOD
(23 miles from Westfield.) From
the south the Pennsylvania
Turnpike exit at BEDFORD exit
and north to Jamestown -*

*--- if you should capsize,
try to keep your beauty from
big turtle as the water varies
between 5 & 20 mph.*



~ ACCOMMODATIONS ~

NAME	UNITS	SINGLE	DOUBLE	2 DOUBLES (4)	MILES to CLYC
The Colony Motel 620 Fairmount Ave. W.E. Jamestown, N.Y. 14701 716-488-1904	44	\$ 9.00	\$11.00	\$16.00	3 miles
Lakewood Motel 191 E. Fairmount Ave. Lakewood, N.Y. 14750 716-763-8571	52	12.00	16.00	20.00	3/4 mile
Terrace Inn Motel Fluvanna Ave. Ext. (Rt. 17) Jamestown, N.Y. 14701 716-483-1536	23	8.00	11.00	15.00	8 miles
Star Motel 270 E. Fairmount Ave. Lakewood, N.Y. 14750 716-763-8578	12	7.00	9.00	-	1/2 mile
Hotel Jamestown 106 W. Third St. (City) Jamestown, N.Y. 14701 716-483-1131	250	6.00	11.00	19.75	5 miles
Woodlawn Motel 1267 East Second St. Jamestown, N.Y. 14701 716-485-1131	38	8.00	10.00	14.00	8 miles
Village Plaza Motel 2 East Main St. Falconer, N.Y. 14733 716-488-1105	24	8.00	10.00	18.00	9-1/2 miles
Villa Motel 230 West Main St. Falconer, N.Y. 14733 716-483-1531	12	7.50	9.00	14.00	9 miles
Chautauqua Lake Motel East Lake Rd. (Rt. 17) Bemus Point, N.Y. 14712	14	7.00	12.00	16.00	10 miles
Chanticlear Motel 330 West Third St. (City) Jamestown, N.Y. 14701 716-483-1525	20	7.50	9.00	15.00	5 miles
Greenhurst Motel P.O. Box #84 Greenhurst, N.Y. (Rt. 17) 716-483-7965	13	7.00	9.00		8 miles



Chautauqua Lake is located well west of the finger lakes of New York, not being one of this group, but a single lake along in this wide area of Erie and Buffalo. It has been a summer resort for years for the cities around, principally Pittsburgh. The almost one hundred year old cultural settlement of Chautauqua Institute is on the upper part of the lake. With an elevation of 1450 feet above sea level, Lake Chautauqua is 18 miles long and one of the highest navigatable lakes in the country.

The lake is not new to many "E" Sloop owners as the Nationals have been sailed here before. The new visitors to the lake have no disadvantage because there are no great hazards to be aware of. The lake has very low hills on the East and West sides, but they do not affect the winds other than would be expected from such terrain. The winds in the morning are medium to light from the south west, and could build to 15 mph in the afternoon changing to north west. So far this summer, as may be true elsewhere, the majority of winds have come from the east at 5-10 mph. Generally the wind is steady with minimum shifting.

CHAUTAUQUA LAKE SAILING by Wells Stackhouse

COMMODORE 1967 NCESA REGATTA

The area to be sailed is clear of reasonable distance from shore. There is one buoy area south of the racing area which is marked by 4 red buoys. Also, west of the Yacht Club docks, there is another area marked with 3 black buoys. (These indicate 3 old pier cribs.) The depth of the lake ranges from 5 to 25 feet, so in case you overturn, do not let the stick go over into the mud. Lake weeds are scattered in patches, we well as growing from the bottom of the lake. This summer the lake is high and much clearer due to excessive rain.

Our Yacht Club has an eight foot wide dock running 190 ft. from short straight out to a floating dock 20 by 60 feet. There is another smaller dock running parallel to the large one, 180 feet long. We have adjacent private docks for additional use.

The Club is equipped with 2 cement ramps each with a large power winch. For those skippers who object to putting their trailers in the water, there will be local trailers available for this purpose. The boats will be transferred after they are weighed, or being lifted from one to another. Trailer storage will be taken care of by local members.

East and West travelers on the New York Thruway should exit at Westfield and take 17 and 17J South to Lakewood (23 miles from Westfield.) From the South, the Pennsylvania Turnpike exit at Bedford exit and go North to Jamestown.

All of our activity will be centered around the Yacht Club for all of the functions. We will do everything possible to make you comfortable and have a most enjoyable regatta. Be looking forward to seeing you in September.

1967 NATIONAL CLASS E SCOW ASSOCIATION CHAMPIONSHIP REGATTA REGATTA CHECK OFF LIST

1. Each skipper must be a regular member of the NCESA.
2. Crew members must be regular or associate members of the NCESA.
3. Advance entry with entry fee will be helpful. It will speed your launching.
4. The boat must have a valid measurement certificate. If a boat is new (1967) a measurement certificate must be obtained from the NCESA.
5. Sails to be used in the regatta must be measured and/or stamped approved by the NCESA measurer at the regatta.
6. The NCESA emblem must be displayed on both sides of the mainsail.
7. Each sail used in the regatta must have a NCESA royalty label sewed to it if it was purchased after Jan. 17, 1967.
8. Make a final check through the NCESA rules to ascertain that you are complying with all (each and every) rule. This is only a partial check list to assist you, there are more equally important rules to be met.



The Protest Corner

August 8, 1967

Mr. Irven Spear
116 W. Washington St.
Bath, N.Y.

Dear Irv:

In going over the NCESA memberships which came in at the ECESA Regatta, I note that you paid your dues both for last year and this year. I can't help from dropping you a note of personal thanks and to let you know how much we appreciate this special vote of confidence in which NCESA is trying to do.

After seeing our boats handle that heavy chop last Friday afternoon, I'm more than ever convinced that our E-scows can offer top flight sailing in a wide variety of sailing conditions around the country. Your gracious gesture gives us that extra boost we all need from time to time to keep the show on the road.

It was great to see your family again, and hope we see you next month at the Nationals.

Best regards,

Walter Smedley
Commodore

Dear Walter:

The revolving aluminum mast will probably become a reality by mid-summer!

The attached represents a drawing for the extrusion designed for the Gibbs Boat Company (LaSalle, Michigan) for the Catamaran SHARK. (The SHARK mast is 21" short.) The SHARK mast revolves from a hound fitting to which the head stays and shrouds are attached at a single point on the front of the mast.

The price for the mast bare is \$40.00 -- I said forty!

SHARK carries diamonds but no backstays. The mast will probably weigh around 39 pounds and will not be tapered this first try. Gibbs Boat Company is swamped with orders for fabricated masts (i.e. with fittings) so I am going to put the thing together when the "tube" arrives. My guess is that (1) it will be too limber and I will end with jumpers, or (2) it will be too stiff and we will need tapering (which will add around \$10 to the original cost).

If the experiment works, Gibbs can supply the "tubes" as needed to whatever company rigs them. Or it can supply them "fitted up" in quantities of at least fifty.

I shall assume this proposal is satisfactory compliance with the Board of Directors' intent in giving me the privilege of experimenting with a revolving aluminum spar.

Sincerely,
Samuel V. Merrick

Dear Ted:

You asked me to give you my reaction on two items: namely, the matter of throw-out races in a regatta series and secondly, my reaction to the Aluminum Spar idea.

Throw-out Races

1. I believe throw-out races are quite an equitable and justifiable means of determining a season championship at a home club, for instance, or such as the Long Island Sound Championship over the entire sailing season, where one cannot or does not choose to be out there every weekend racing. However, I am strongly opposed to allowing throw-out races in a short championship regatta series, or even in tune-up series. To me, the idea is completely opposed to what I always considered a champion; that is one who sails well in heavy weather or light air or medium; one who keeps out of trouble and does not get involved in tight situations and fouls; one who goes over his equipment before the series starts to insure against an equipment failure, etc. In a short series, regardless of the number of boats sailing, or the conditions of wind or water, I believe every race must count. Not only must every race count, but I am aware of how vastly the odds change when different numbers of boats are involved in a series. For instance, if a boat high in contention for a series decides against sailing the last race because he sees he may not do well in it - think how this affects the other close competitors - they don't have him to beat! This is no place for a long, long discourse on the matter, but please register me as being 100% opposed to having one or more throw-outs in a short regatta type series. You've got to show up well under any and all conditions including keeping clean by avoiding fouls.

2. I am not ready to accept Aluminum Spars for Class E Scows whether stepped on the deck or through it. There are still too many unknown factors to be resolved, even down to some of the finer points of aesthetics and acoustics. The aluminum Spar on the Comfort boat is doing just about what we thought it would, about the same as the through-deck round wooden spars of 10 years ago. One of the nicest features it affords is that of the ease of setting up the interior halyards. One of the worst features, not solved to date, is that of lack of flotation. We've seen some very recent bad incidents of having these aluminum spars going turtle and then filling with water and making it almost impossible to get the boat back upright again. In my opinion, we've got a long way to go before they're ready for adoption by the fleet.

Sincerely yours,
Mike Meyer



The Protest Corner

(con)

Maynard Meyer
797 N. Jefferson Street
Milwaukee, Wisconsin 53202

Dear Mike:

You asked for some reaction to your comments in the latest NCESA bulletin as pertains to the controversy of the mast experiments--

So here goes--Our E fleet at VSA have watched with interest the modifications that have occurred in the E-within the scantling rules - but we have for some time been interested in the spars as we now know them.

We have seen the addition of the flexible (bendable) boom-the mid-boom horse etc.--all no doubt with the intent of making a single suit of sails more adaptable to changes in wind velocities-- I find no argument with this step if it limits the numbers of sails needed to be competitive-- that is to make the margin between helmsmen of equal ability somewhat more dependent upon ability.

We had begun a spar development program that was abandoned upon hearing of Hartleys work and most particularly because of the rumored contemporary deck mounted, swiveling aluminum spar that was to be seen in Columbia, S.C. this spring. Since it did not come to pass we have reactivated our program in conjunction with the engineering dept. of Washington University and McDonnell Aircraft.

The only thing concrete in our planning at the moment is that our direction will be a spar able to be mounted on any E now sailing--the reason being obvious -- it will create a broader test base.

If I understand your comments in the NCESA bulletin this somewhat corresponds to your thinking

At present we are polling all such knowledgeable people as yourself to gain insight on work of a similar nature of which we would like to be advised so as to hopefully eliminate duplication.

In this area we would appreciate any information you may be able to furnish - names, dates, etc.

Had hoped to speak to you personally in Oshkosh in August, but the pressures here cancelled such a hope.

Did enjoy, as a spectator your performance last year and am pleased to note that two VSA E's will be on the line.

Thanks in advance for any help that you may provide us.

Sincerely,
E. N. Philippi
3417 Meramec Street
St. Louis 18, Missouri

We were calling Hartley Comfort for the mailing envelopes and inquired as to how "Phantom IV" was making out --

----Hartley Comfort, sponsor of "Project Phantom" made the following observations about the aluminum spar at mid-season.

"We feel the boat is definitely faster due to the rig but there are a lot of little bugs to be worked out. We haven't had phenomenal success by any means but on the other hand our sails are over three years old. Bud Melges wants to get the hardware right before putting new sails on."

"The recent Muskegon Invitational proved to us that this can truly be a three man boat as we sailed in 20-20 mph winds with a crew of three weighing in at about 420 lbs and finishing as high as third and not lower than eleventh. (There were 23 boats). We are interested in learning how much of a penalty we're paying by sailing so light by putting three heavyweights aboard in comparable air."

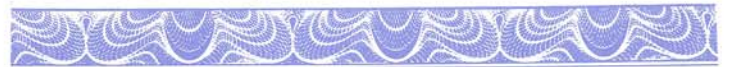
"At Torch Lake we've had finishes of 1st, 2nd and 5th in light fluky air so we must be OK in that situation."




The Reporter would like to take this opportunity to explain why this issue is published in black and white only. One good reason was to expedite the printing schedule in order to get the issue in the hands of all those interested in attending the 9th Annual Regatta at Chataqua Lake next month.

Another reason is also pretty fundamental and that is to begin reducing costs of producing the Reporter. At the very beginning, we arbitrarily designed the format used until this issue. This consisted of quality paper and three color printing plus generous use of photography in a calculated attempt to draw attention to the magazine and hopefully stir up interest among E sailors in joining the NCESA. To what extent we have succeeded we'll never know but at least the membership has grown and the Directors have not formally requested that we reduce our overhead by eliminating some of the extravagant techniques.

So, with this issue, we are arbitrarily changing the format by eliminating the two colors and hope that the magazine retains sufficient of its' past flavor. The next thought is to plan one issue annually (Regatta report issue?) that does use the full enchillada - color et al - and continue to cut costs in all other issues ... your comments will be most welcome --



Circumstances caused the use of different type faces to be used throughout this issue - some is Illinois - and some is made in Wisconsin - 

The first two reports (below) are by Walter Smedley — Wells Stackhouse provided the additional Eastern Regatta coverage --- all which makes other regional stuff look sort of thin!

Runyon Colie, Philadelphia, sailor who is currently National E-scow champion, took home the first place trophy for E-scows in the first annual Barnegat Bay YRA Regatta held on the Seaside Park Yacht Club course on July 29-30. Colie sailed a consistent 1-3-2 to overcome by one point the challenge of fellow Mantoloking Yacht Club sailor, Ed O'Malley, who finished 3-1-3.

Twenty-five E-scows were entered from the local BBYRA fleets, Little Egg Harbor Yacht Club, Lake Hopatcong Yacht Club and Bellport (N. Y.) Yacht Club. Moderate breezes prevailed for the two races on Saturday with a light and shifty on-shore breeze Sunday morning which saw places change frequently and drastically.

Sam Merrick, long time E-scow sailor from Bay Head Yacht Club, won this third race and finished third overall with a 6-5-1. Close behind were Art Stitzinger of Mantoloking in fourth place with 4-4-5, and Walter Smedley, current E-scow National Commodore, sailing from Little Egg Harbor Yacht Club in fifth place with 2-6-6.

The fleet of over 100 Division A yachts in five classes was a sight to see as they drifted around the Race Committee boat waiting for sufficient wind to start the first race. The BBYRA can be proud of the way in which they handled approximately 200 yachts in two divisions for the two-day Regatta.

Offering additional evidence that there is nothing new under the sun, Sam Merrick, Bay head Yacht Club, regained the Eastern E-Scow crown which he last wore in 1939. Assembling on the renowned Olympic course of the Little Egg Harbor Yacht Club in Beach Haven, N.J., August 3-5, the fast field of 32 of the 28' planing scows combined with the weather to make this year's contest a real test of equipment and racing skill.

After heavy lightning and thunderheads cancelled the first race, current National E-Scow champion, and six-time holder of the Eastern title, Runnie Colie wrestled successfully with the 25 knot wind and heavy chop which reduced the finishers to 20. Merrick was second, followed closely by Ed O'Malley, Mantoloking Yacht Club.

The two races the following day saw moderate air with an unusual number of flaws one of which dumped many of the leaders of the second race into the lower half. Merrick read the conditions perfectly to top the field with Colie third. The final race was essentially a head-to-head confrontation between Merrick and Colie, both of whom worked their way up through the fleet now in full strength. With Colie next to him, Sam had to beat him which he did, principally in the down wind work.

Final standings lined up O'Malley in 3rd; Fred Slack, Island Heights Yacht Club, 4th; Bill Hornidge, Beachwood Yacht Club, 5th; and 1965 champion Dick Turner, Chautauqua Yacht Club, 6th.

The victory was double satisfying to Merrick, one of the founders of the Eastern Scow Association. Together with the builder, he had put great effort this past winter into improvements in hull shape consistent with class rules. The results seemed to show superior performance in light to medium air without sacrifice of speed in the heavy going.

This by Wells Stackhouse ...

I was in Beach Haven this weekend for the Eastern Regatta, approximately 35 were registered. Tune-ups on Thursday began under fair skies with a moderate breeze from the S. E. Before the race was over, we had a mixture of rain, wind and calm and returned with a thunderstorm threatening that eventually came and lasted 36 hours. Friday's race was first postponed due to severe lightning and storm - then, during a lull it was started, but the weather turned out to be more of the same. Out of 25 boats racing Friday, 4 capsized, one lost a rudder and another dropped its mast.

Saturday morning the race started under clearing skies with a light breeze from the south but this faded out and caused a shortening of the race to enable everyone to have lunch and get the afternoon race started. This race got underway at 2:30 PM with sunny skies and a light breeze. Results of the Easterns are as follows:

1 - BD 2	Sam Merrick	
2 - M 4	Runyon Colie	
3 - M 111	Ed O'Malley	
4 -	Fred Slack	Island Heights
5 -	Bill Hornidge	Island Heights
6 - C 6	Dick Turner	Chautauqua Lake

(I had to leave before the races were over and received the above over the phone so the numbers are not complete).

It is too bad that during this regatta, the Jersey shore suffered one of the worst electrical storms it has had since 1924. However, three official races were completed.

MUSKEGON INVITATIONAL REGATTA

Jacques Chatain [caught in his office] relayed the following about this regatta via telephone:

- 1st place - Bruce Wathen with finish 1-1-1-2
- 2nd " - Paul Eggert
- 3rd " - Clem Harvey

(Neither Jacques nor Hartley Comfort could recall the sequence of the other high finishers -- in fact, Hartley thought Ken Kornjle of Spring Lake might have been 3rd.)

The fleet of 23 boats was not spread at all and there was considerable position swapping. Jacques felt the aluminum spar rig was very good considering the light crew weight, and was a bit surprised that she went so well on the really tough close-reaches in the heavy going.

ILYA INVITATIONAL REGATTA AT PEWAUKEE

Fifty-two boats were on hand for racing in moderate air to light and switchy stuff. The first three finishers were:

- 1. Tom Sawyer - Pewaukee
- 2. Brad Robinson - Minnetonka
- 3. Tommy Allen - Minnetonka

(Again failure to get accurate recording of the other top finishers, prevents publishing the top ten places).

One of the procedural highlights of this regatta was the inclusion of a throw out race.

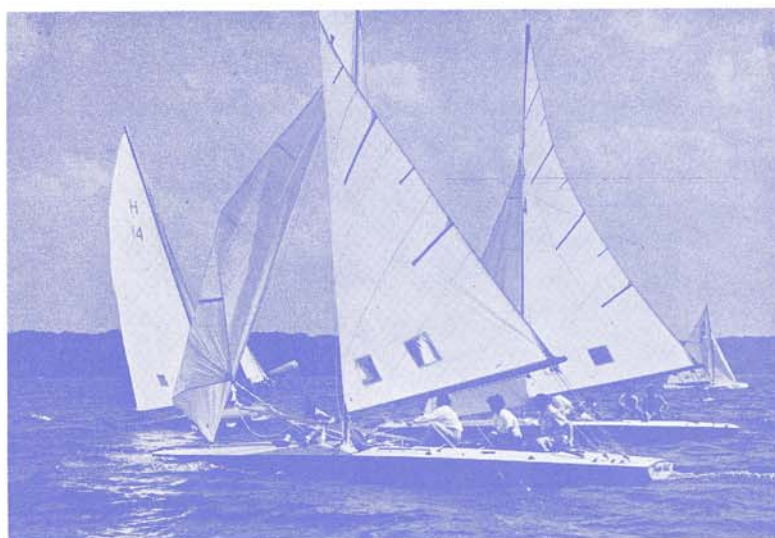
If the clubhouse lawn is any sounding board, more will be heard on this subject.

Spinnaker pole coming down at leeward mark as Pegels (foreground) get ready to harden up for the finish beat...



THE R-W EFFECT ON AN E-SCOW AND HOW TO MAKE USE OF IT

by Bob and Jane Pegel



We sail both iceboats and Scows. To get the most out of them... to get them around the course faster than any of our competitors... we sail both in a similar manner.

Because the boat is always sailing on a relative wind that is the function of the boat wind (a wind equal in velocity and opposite in direction to the boat's own motion) and the true wind, we do all we can to make the relative wind favorable in velocity and direction. By exerting control on the boat wind (through boat speed) and the true wind (by sailing for the puffs and shifts), we exert some control on the relative wind and, in return, get even greater boat speed!

Let's set up a triangle and sail our E-Scow around it. We'll begin at the dock. We want to make sure the boat is as light as possible so she'll accelerate in the puffs and get to work on increasing the velocity of the relative wind in short order. We've checked the boat weight, and she's right down to the minimum allowed under the rule. We keep all superfluous gear off the boat, even remove the sail bags. No member of the crew can bring anything aboard that he can't wear throughout the race, and a wool sweater really gets steamy if the sun comes out on the last leg of a nine-miler. If the wind is light, we leave one member of the four-man crew on the dock.

Sailing to windward, we look for the puffs and shafts of wind and often go what seems a long way off to the side if we are pretty sure there's stronger wind there. By getting that wind, we can get so much more additional speed that we more than make up for the additional distance covered, even if we overstand the mark.

We sail a scalloped course to windward. To keep up boat speed, we ease sheets and lay off to "scoop" up the wind in the luffs. In the puffs we sheet in, hike out and point higher. If need be, the crew's weight goes to leeward to keep the boat up on her lines in the lulls.

The rig of a Scow is designed for efficient windward work. The mast is of rectangular cross-section and it swivels. The top of the mast is unstayed and bends aft. The shrouds (one on each side) come off tangs about one-third of the way down from the top. From these same tangs come diamond stays (one on each side) running over two spreaders to a tang at the base of the mast. As the mainsail is trimmed, the mast revolves about 45-degrees and bends. The sail is flattened so that, in spite of the fact the relative wind shifts forward as the boat speed increases, the sail does not luff and the boat can point high.

Easing the sheet in lulls immediately releases the pressure on the mast so that it straightens and makes the sail fuller for more power in the lulls. If the puffs are so strong that it seems the mainsheet will have to be eased, we ease the boom athwartships by moving the main traveller leads farther away from the center of the boat so that we can keep the sheet trimmed and keep the pressure on the mast. If it gets so windy that the sheet must still be eased, the strength of the wind usually takes care of bending the mast. To stave off the last-ditch move, we loosen the shrouds to slope the mast off to leeward and the crew hikes out like mad -- the jib man hanging on to the jib sheet with his body extended way out over the side, two men riding the windward bilgeboard and really pulling on the hand rail, and the skipper over the side, Star boat style, while he trims and eases the main as fast as he can. If it's the second beat to windward, one crew member has the additional task of making up the spinnaker, while the skipper is screaming, "Hold this boat down!"

Once at the windward mark, we peel off on a reach. On the E-Scow we hoist a reaching spinnaker, a thing that looks like a genoa jib, and get set for a screaming plane. We hook up the boom vang, drop the traveller leads out to the corner, and pull the leeward bilgeboard up as far as possible and still maintain steerage. Now we're ready for a ride.

"Here comes a black one! Freshen! Let's get it first!"

Then here it is, square, boat picks up onto a plane. The reacher and main luff, we trim sheets, trim vang, hike out and the boat keeps planing. We ride down with the puff, keep in it as long as we can. Then, just before the boat drops off plane, freshen again and keep her going for the wind.

Here's what happens to the relative wind on the reach. It shifts forward and increases as we get to work on that first puff and, by sheet and helm variation, we keep that relative wind strength up where we want it. We have to trim sheets as the relative wind shifts forward. Of course, this trimming makes it harder to keep the boat flat for planing. The boom vang helps here as it will do some flattening of the main to cut the luffing without having to do as much trimming.

Now we're way ahead and everyone on board is "gung-ho!" The man with three hands is hooking up the parachute ready to hoist for the run to the finish. Down reacher, jibe at the mark, up chute.

Even on the run we work up to the puffs and ride with them. And we jibe a half a dozen times, if necessary, to get to the puffs. If the leg is a broad reach where it's tough to choose between reacher and chute, we'll set the reacher, work up to the wind, then put up the chute to run with it, often changing spinnakers three or four times on a one and a half-mile leg.

We're always working for maximum boat speed, thus increasing the relative wind, which will again increase the boat speed. The only limit to the thing lies in the crew's stamina.